

SECRET

Before me the undersigned, authorized by law to administer oaths in cases of this character, personally appeared one WALTER M. ROSS, Lt. Colonel, AGD, O-916991, who after being duly sworn deposes and says:

"On about 15 March 1945 an order was received at the office of the OSS Unit in Bucharest to the effect that Major Robert Bishop should go to Italy immediately. This order clearly indicated a permanent change of station and relief from duties as the Chief of the X-2 Branch in Bucharest immediately upon departure. A copy of the radio signal was given to Major Bishop and, in addition, I confirmed verbally with him the fact that the order had been received, and instructed him to arrange for departing on the first available aircraft. No aircraft became available until the morning of 11 April 1945. Lt. Colonel Emmons, Chief of the Air Section for the Allied Control Commission (U.S.), had been requested to notify Major Bishop when transportation became available. On the morning of 11 April 1945 at approximately 1000 hours I was at the desk of Lt. Colonel Emmons when he telephone Major Bishop to inform him that the plane would depart at 1300 hours the same day. At the conclusion of the telephone conversation Lt. Colonel Emmons informed me that Major Bishop had said he would not be able to depart on the plane that day, the reason being given that he was not ready to go. Immediately thereafter I went to my own office, taking not over five or six minutes, and telephoned Major Bishop at the same number called by Lt. Colonel Emmons but was informed by the voice on the other end that Major Bishop was not in. When I inquired as

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to his whereabouts, I was informed that his whereabouts were not known and that he had departed from the house a half an hour before. This would have been impossible in view of the fact that only five or six minutes had elapsed between the time of my call and Lt. Colonel Emmons' call.

From that moment until the time of the plane's departure at 1300 hours every effort was made to locate Major Bishop but he could not be found. He left no word at his office or at his home as to his location, and he did not appear until approximately 1600 hours the same afternoon when he reported at my office to state he understood he had missed the plane and that I had been looking for him. His explanation was that he had an appointment to keep with some agents who were to give him important information, and that he had been unable to keep his appointment and catch the plane. I informed Major Bishop that I did not think that he had any appointment to keep of such a nature that he could not have let someone else in his branch handle the matter for him; and further, that because he had been informed that his departure was imminent he should have made his plans accordingly. In this connection it should be mentioned that on the afternoon of 10 April 1945 I learned a plane was expected to go to Italy on 11 April and I told Major Bishop he should hold himself ready to depart. At that time Major Bishop stated that he could be ready on very short notice.

After Major Bishop made his explanation to me for failing to catch the plane I reminded him that he was under my command in Bucharest, and that it was not his privilege to decide on his own authority that he could not catch the plane. I also reminded him

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that he was under orders to leave on the first plane departing, and that in view of his failure to observe orders he was immediately relieved of his duties, and that his movements would be confined to the city limits of Bucharest. I considered his action to be a disobedience of orders and so informed him.

A second instance when Major Bishop acted in disobedience of orders occurred subsequent to the above action after he had been relieved of any duties. Brigadier General Schuyler of the Allied Control Commission (U.S.) had some time prior to 1 April 1945 called me to his office, stating he had heard that certain American officers in Bucharest were interesting themselves in arranging escape routes out of Roumania and into other countries for persons in Bucharest who, for one reason or another, considered the situation in Roumania unhealthy for them, but who in the past had provided information of value to the United States or otherwise assisted the United States. On the basis of this rumor General Schuyler ordered that the OSS Unit should have no part whatever in such escape activity and asked that I pass this order on to members of my command. In compliance with this order I called Major Bishop to my office and repeated the order to him. Major Bishop stated that he would observe the order and that he had no intentions of aiding in any escape activity.

In Bucharest there was a girl named Elisabeth Mezey-Feher, more commonly as Jocky Cristea. This girl is of Roumanian extraction but has the reputation in Bucharest of having worked with the Germans up to 23 August 1944. This girl was seen much in the company of Major Bishop, and according to the most reliable information I could get was living with Major Bishop in his house in Bucharest. Prior

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to Major Bishop's departure an effort had been made to get her out of Roumania for the announced purpose of marrying a young officer stationed in Italy, and upon representations made to AFHQ by Major Bishop she had been granted an AFHQ pass to enter Italy. At the same time she had applied to the Russians for permission to leave Roumania but such permission had not been granted. However, about 25 April 1945 I received word by radio from Italy that Elisabeth Mezey-Feher had arrived in Italy by air from Belgrade. Upon receiving this word I made an investigation to determine how she had departed from Roumania and learned the following:

Prior to the departure of Major Bishop negotiations had been carried on between a Yugoslav and Elisabeth Mezey-Feher for getting her from Roumania to Yugoslavia. These negotiations culminated on about 19 April 1945 when she drove from Bucharest to Timisoara, Roumania, in a car which had been furnished her by Major Bishop. She remained in Timisoara the night of 19 April. On about the same date a Roumanian Army Lieutenant, Theodore (Teddy) Negropontes, drove from Bucharest to Timisoara in his car and in Timisoara met Elisabeth Mezey-Feher. On the following day, or perhaps the second day thereafter, accompanied by the Yugoslav, Lt. Negropontes and Elisabeth Mezey-Feher departed from Timisoara in the car which had been furnished by Major Bishop and they successfully completed the trip to Belgrade the same day. There Elisabeth Mezey-Feher was introduced by Lt. Negropontes to the two members of the American Military Mission located in Belgrade and she was subsequently evacuated by airplane to Italy.

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Upon learning these facts I questioned Lt. Negropontes as to why he had participated in the affair, and he stated that he had gone to Timisoara and escorted the girl to Belgrade on the orders of Major Bishop. I also questioned him as to why he would obey an order given by an American officer and he admitted he had no desire to do so, but because he had been serving as a liaison office with the American Unit in Bucharest he felt a moral obligation to observe the order given by Major Bishop. The above is relative to the main point being made in this affidavit; namely, that Major Bishop did participate in the escape of this Roumanian to Yugoslavia in strict disobedience of an order which had been given him to the effect that he should not participate in any such activity.

Further, in connection with this same incident is the fact that during the time this action was taken Major Bishop had been officially relieved of his duties because of his failure to catch the airplane on 11 April 1945 as ordered, and yet he presumed on his position as an American officer to request the aid of a Roumanian officer.

He further presumed on his position as an American officer in sending the automobile which he stated he had purchased in Roumania for the purpose of transporting the girl. The car carried an American flag on the fender (according to Lt. Negropontes) and it is presumed that it also carried the regular Russian permit granted for the operation of all cars belonging to American personnel in Bucharest. Major Bishop had also been ordered to turn in this permit before his departure from Bucharest but it was not turned in by

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him and subsequently has never been located.

In connection with the car, when I learned that Major Bishop was leaving Bucharest I questioned him about taking over the automobile which he had purchased shortly after arriving in Bucharest last fall. Major Bishop informed me that he had promised the former owner of the car that if he ever left Roumania he would give that former owner an opportunity to buy the car back. I asked that he determine from the former owner whether it might be possible for me to take the car over and Major Bishop stated he would do so. A short time thereafter he reported back that the former owner did have use for the car, believed he could get a permit, and that it would therefore be impossible for me to take the car over. Inasmuch as this information was imparted to me only a few days before it developed that the car had been given to Elisabeth Mezey-Feher for the trip to Belgrade, it was obvious that the true facts concerning the car had been withheld from me. The car was left in Belgrade and insofar as known is still in that city. Lt. Negropontes returned by another means again escorted by the Yugoslav.

/s/ Walter M. Ross
/t/ WALTER M. ROSS
Lt. Colonel, AGD

Subscribed and sworn to before me this
11th day of June 1945.

/s/ William S. MacKenzie
/t/ WILLIAM S. MACKENZIE
1st Lt., Air Corps
Summary Court

A TRUE COPY:

Gerald R. Murphy
GERALD R. MURPHY
Major, AGD